THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir,.

(b) Does not arise.

(c) Railways construct Road over/under bridges in lieu of existing busy level crossings on cost sharing basis if the traffic density reaches upto one lakh or more TVUs (TVU—A unit obtained by multiplying the number of trains with the number of road vehicles passing over the level crossing in 24 hours) otherwise on deposit terms. Proposals in both cases have to be sponsored by the State Government concerned duly fulfilling certain preliminary pre-requisites required under extant rules. East Coast Railways is aware of the public demand and has approached the State Government of Orisa to propose the work on cost sharing basis. State Government of Orissa has not yet sponsored proposals for the said level crossings.

Projects of Gujarat under NRVY

2075. SHRI KANJIBHAI PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) whether certain railway projects were included in the National Rail Vikas Yojana (NRVY);

(b) if so, the number of projects relating to Gujarat State;

(c) whether Bharuch-Dahej gauge conversion and provision of a new line from Surat to Hazira for providing rail connectivity to Hazira was included in the NRVY;

(d) if so, the present status of these projects;

(e) whether any time bound programme has been framed to complete these projects; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir.

(b) Five.

(c) Yes, Sir.

(d) to (f) Bharuch-Dahej Railway Company Limited, a projects specific Special Purpose Vehicle (SPV) has been created for taking up implementation of Bharuch-Dahej gauge conversion project. A time frame to complete the project will be fixed only after signing of the Concession Agreement.

Project development for Surat-Hazira new line has been completed and it is proposed to be implemented through a project specific SPV with viability gap funding from Ministry of Finance and grant from Government of Gujarat. The project is under process of sanction and completion of the project will be fixed only after its sanction and finalization of revenue model.

Connecting Sikkim with rail link

2076. SHRI O.T. LEPCHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Sikkim State has not, so far, been connected with the rail link;

(b) if so, the reasons therefor;

(c) whether Government formulated any policy in this respect; and

(d) if so, the time schedule by when the Sikkim State would be connected by rail link?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Yes, Sir. However, a survey had been conducted in 2000-01 for Sivok-Singtam new line *via* Giellikhola. The cost of construction of this 60 kms long line was assesed as Rs. 1099 crore with negative rate of return. The proposal was not taken up for implementation due to unremunerative nature, heavy throwforward and constraint of resources. Further based on demands, survey for new line from Sivok to Rangpo has been taken up.

(c) No, Sir.

(d) The time schedule for providing this link is not feasible to be given at this stage.